



THE TRAVELER

LINCOLN HIGHWAY ASSOCIATION - CALIFORNIA CHAPTER

www.lincolnhwy.org/ca/traveler



EDITOR
Gary Kinst

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OF
JANUARY, APRIL, JULY, OCTOBER



VOL. 17 NO. 2

SPRING

APRIL, 2016



Cisco Grove Camp

IN THIS ISSUE

A Reader Writes – The Yolo Causeway

L.H. Marker posts

The Ghost Highway of Colliersville

COVER

The sign reads 87 miles to Sacramento and 23 miles to Truckee. That places the scene within 2 miles of Cisco Grove. The photo was taken in the early 1900's and predates the photo shown below as haven been taken near Cisco Camp in the 1920's. Both scenes look quite similar.



DO YOU RECOGNIZE THIS ROAD STOP?



Image found on eBay stating to be on the Lincoln Highway in the SF-Oakland Bay Area. Please advise if you have any knowledge as to where this business was located. Alameda or possibly Contra Costa Counties?

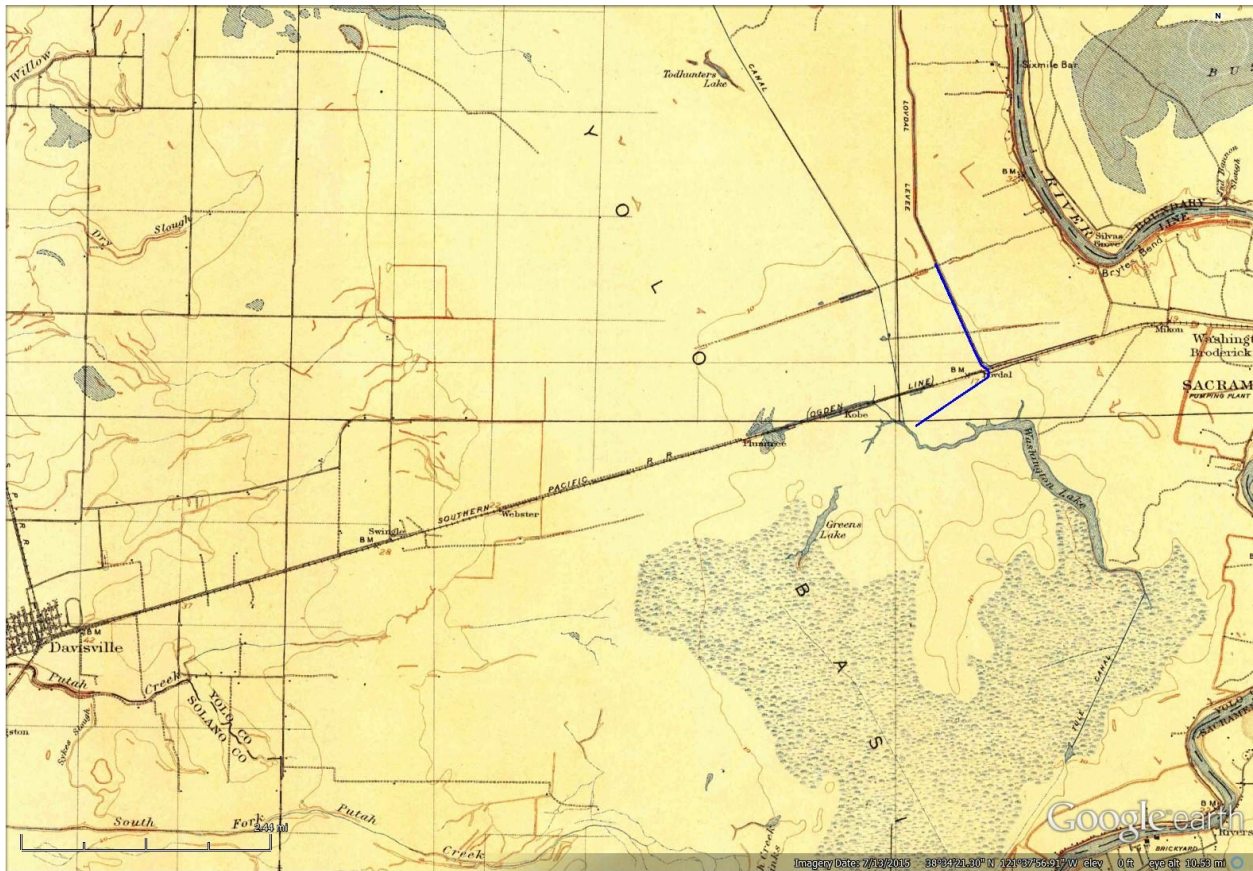
FROM A READER

I came across your interesting 2012 newsletter with stories about the Tule Jake Highway between Sacramento and Davis (<https://www.lincolnhighwayassoc.org/ca/traveler/2012-07/traveler-2012-07.pdf>). I was actually just chasing down some information on several early toll roads in Yolo County, particularly the Brooks (Capay Valley) to Monticello/Knoxville (Berryessa Valley) toll road.

I was entertained by the description of your adventure trying to track down the eastern end of the historical Tule Jake Road that crossed the Yolo Basin. I noticed that you “reached a dead end and could only guess where the old road had entered the Yolo basin on its way west to Davis.” That uncertainty got me wondering also. Where was the historic Tule Jake Road? Well, you probably have access to better information by now, but just in case not, I thought I’d share this with you: As you discovered, Google Earth shows a modern-day Tule Jake Road on the east levee of the Yolo Bypass, from the Sacramento Bypass south across the railroad tracks to I-80 – see blue line in image below. It just runs along the top of the levees from north to south, not across the Yolo Basin.



I wondered if some old maps might show the historical Tule Jake Road, and I know that the USGS has loaded a lot of historical topographic maps online at: <http://ngmdb.usgs.gov/maps/TopoView/viewer/#4/40.00/-100.00> I downloaded the Google Earth (kmz) version of the 1907 Davisville quad from this USGS web site. That 1907 map was created before the 1914-1916 construction of the new Tule Jake Highway (or Yolo Causeway). I overlaid the current-day Tule Jake Road (still shown in blue) on top of this 1907 map (see below):

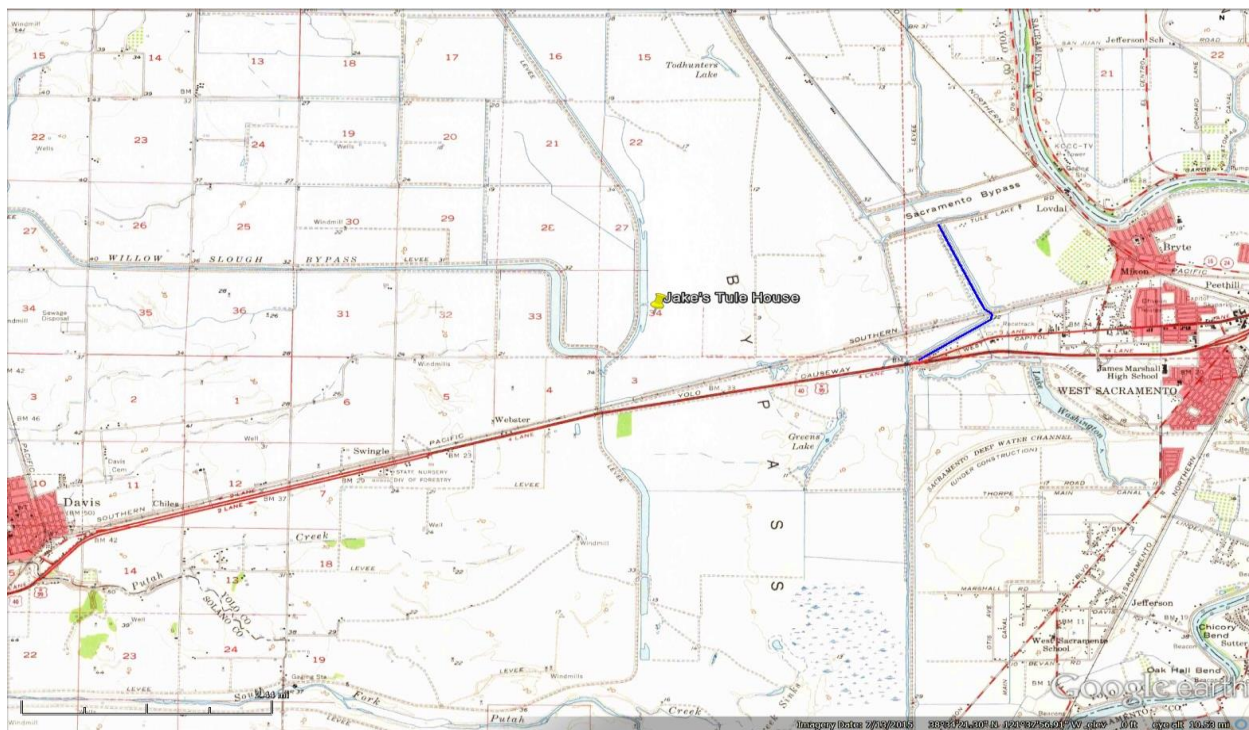


You can see a road extending westwards from the north end of current-day Tule Jake Road, out into the Yolo Basin and parallel to the Southern Pacific RR line. This might've been the historical Tule Jake road.

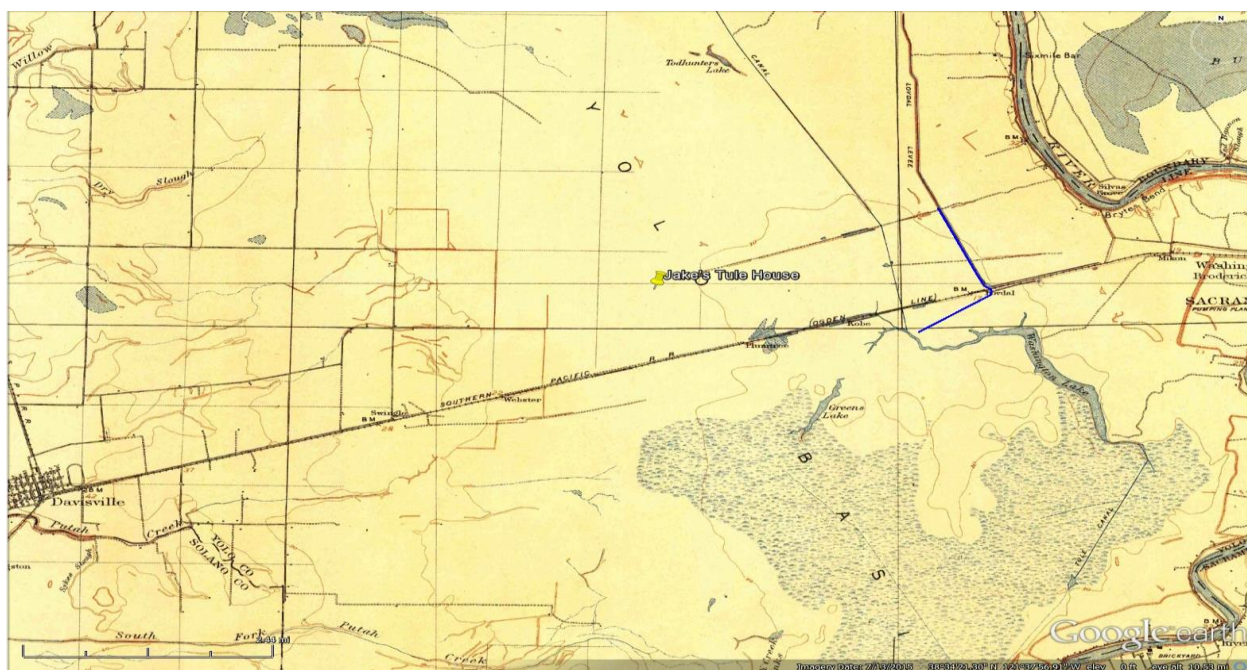
Your newsletter gave me some more clues. The historical Tule Jake Road replaced the prior 1855 Yolo Plank-Road Turnpike (or Yolo Plank-Road). Your article quoted Larkey's 1968 "*Davisville '68: The History and Heritage of the City of Davis*": "*The Yolo Plank-Road established in 1855 ran from the Sacramento River to 5 miles SE of Woodland. The west end was at the 'Tule House' at the edge of the Davis marshland.*" I had earlier seen a description of this Tule House in the "Illustrated Atlas and History of Yolo County, 1879", which is available online at <https://archive.org/details/illustratedatlas00sanf>.

The Tule House was part of a section describing the flood of 1868 and this section provided a specific location for the Tule House (italics and underline mine):
 "On the night of January 12th, 1868, there was a fall of seven inches of snow at the Big Ranch on Puta creek, equal to a rainfall of 0.750 of an inch. In Capay valley it was eight inches deep, in Madison six inches, and said to be twelve in Woodland. In two days it had disappeared from the Valleys. "From the Yolo paper on the fourth of January, 1868, the following brief note appeared: 'the water stood within four inches of the top of the counter in the Tule House. It extends from the river, westward, to a point within three miles of Woodland, from whence boats make daily trips to the Sacramento bridge.'" "The Tule House referred to stood near the center of section thirty-four, range three east, township nine north and the water, to reach the counter, was about eight feet deep. This building was carried away in 1861, when twelve feet of water covered the country in that immediate neighborhood, but was anchored at its old moorings after the flood had subsided."

Using a more modern topo map, I found that the center of T4N, R3E section 34 is on the east edge of City of Davis Wetlands and the west edge of the Yolo Bypass. So I mapped the location of the Tule House based on this information (see map below):



So, the next step was to map the Tule House on top of the 1907 Davisville topo map, showing the road across the Yolo Basin (see map below):



Bingo.

So, where was the historic Tule Jake Road? I think it's the old road shown on the 1907 topo map, linking the Sacramento River to the old Tule House. I traced that old road in thick red on Google Earth's satellite image (see below). The route of the old Tule Jake Road starts on the south side of the Sacramento Bypass at the Sacramento River. The south levee of the Sacramento Bypass was built on top of that old road. The old route would've continued in a straight line, bearing 250 deg. SW, beyond the mouth of the Sacramento Bypass, right across the Yolo Bypass. The road's western end, at the Tule House, would've been near the City of Davis Wetlands.



Agricultural activities, flood management, and floods in general have erased all signs of the road from satellite imagery, as you can see when I remove the red line in the image below. Disappeared..., just like the 1800s, as described in *Davisville '68*: "The toll roads did not endure, and the planks of the Yolo Turnpike soon disappeared in the Tule swamp."

Marc Hoshovsky

JANUARY CHAPTER MEETING

The California Chapter held its January 2016 meeting in Rancho Cordova, CA. Through the efforts of Shelly Blanchard, Executive Director and Marie Beckstaiger, Event Specialist of the Cordova Community Council we were allowed the use of the American River Room in the Rancho Cordova City Hall. The City Hall is a beautiful and spacious complex with all the amenities. 37 folks attended the presentation by the Cordova Community Council including Chris Osborn, founder of the Rancho Cordova Historical Society and 6 members. Mr. Steve Harriman, Rancho Cordova Public Works and Kendra Stoll, Senior/History Librarian Caltrans were also in attendance. The balance of the audience was comprised of members of the California Chapter.

The meeting began at 11:00am. with a presentation by Shelly Blanchard on the Rancho Cordova Lincoln Highway Project. The joint project is a collaboration of the CCC, RCHS and the City of Rancho Cordova. The project will entail the marking of Folsom Blvd. with appropriate Lincoln Highway signage and street banners. A monument reflecting the importance of the Lincoln Highway, Pony Express and the Transcontinental Railroad in the development of the area will be erected at Mather/Mills Light Rail Station. A tentative date of October 2, 2016 has been set for the dedication and celebration. The Rancho Cordova Historical Society is proposing to hold the event in the parking lot of the Mills Station Building on Folsom Blvd. This historical building was built in 1855 and was known as Mayhew's Crossing/Hangtown Crossing and later (c1900) as Mayhew Station/Mills Station.

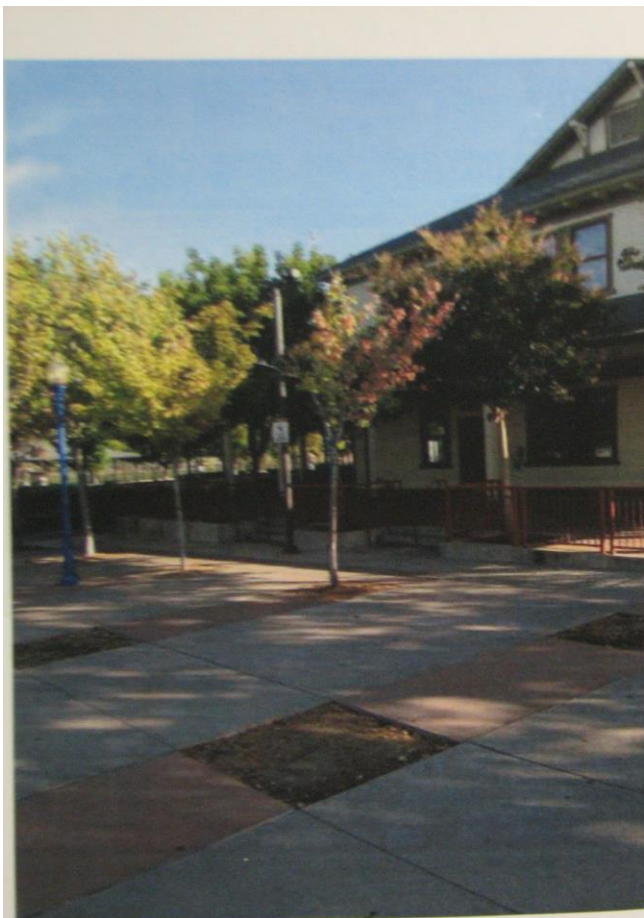




Kendra Stoll, Caltrans and Paul Gilger



Guest speaker, Brian Smith



Existing Sidewalk Area



Proposed Kiosk Sign

After the Cordova Community Council presentation, we were treated to a scrumptious buffet lunch consisting of a taco bar, salad, mac & cheese along with cookies and ice tea. Well - presented and delicious.

The January Chapter meeting was called to order at 1:25pm. After the reading of the October meeting minutes the Officer, staff and committee reports were heard. President Joel Windmiller reported on several projects he has been involved with including: participation in the 100th anniversary celebration of the Ridge Route held at Lebec, the casting and installation of the replica LH marker for Boy Scout Zachary Scott's Eagle Scout project, the 100th Anniversary celebration at the Duarte Garage in Livermore and the pipeline replacement project that affects Norton Grade Road. Other items of discussion included an update by Web Master Jimmy Lin on the Associations web site and the number of hits the maps are receiving. Gary Kinst reported on his efforts to have the monuments at Lathrop and at the Western Terminus restored. Member Mark Hoffman of Sports Leisure Vacations reported that there will be two bus tours in 2016. The first in late Spring covering Livermore, Lodi. Stockton and Tracy. The second in September travelling the US50/US80 loop. Michael Kaelin reported on his continuing efforts to sign the Galt, Woodbridge segment and extending the coverage in Stockton. There will NOT be a car cruise in 2016. All officers were voted to remain in their current positions and member Myrna Johnston was elected to replace Jackie Ferreira Lee as Secretary with the hope that Jackie will be able to return in the future The meeting which adjourned at 3:00pm was followed by a presentation by Brian Smith on the History of Porcelain signage from CSAA, ACSC and the California Division of Highways.

Complete minutes can be found on the Chapters web site.

APRIL CHAPTER MEETING

The California Chapter will hold its April meeting Saturday April 2nd in San Leandro. This will be a first for a meeting in this city and will allow members a chance to view many of the new signs erected in the area. We have chosen Harry's Hofbrau for the meeting location. They have ample room both inside and outside to accommodate the number of folks our meetings generally attract. The restaurant is located at 14900 East 14th St. near the intersection with Bancroft Ave. Meeting agenda and directions will be mailed by Joel Windmiller 2 weeks prior to April 2nd.



MOTORCYCLE TOUR



Information obtained on the Sister's web site mentions that the 100th Anniversary Tour will stop in Carson City, NV. on July 22nd. The route will follow the Lincoln through Reno, Truckee, over Donner Summit, Sacramento and arrive in San Francisco on July 23rd. It appears that the Tour will follow the 1928 alignment over the Yolo Causeway and Carquinez Bridge. The Arrival City Party will be held in San Francisco on Sunday the 24th. Plans are in the works to have a welcoming committee at Donner Summit.



MORE ON TRACY 11th STREET OVERCROSSING



Circle insert photo shows R/R grade crossing on Tracy's east side. After receiving the original Caltrans photos used for this collage, it was discovered that this crossing was for the detour as seen in the top photo. These are rare photos as none are known to exist in Tracy archives. The upper photo shows the detour paralleling the new overcrossing while the Lincoln/US48/US 50 alignment lies directly below the new overcrossing. An auto seen travelling the lower highway suggests that the overcrossing has yet to be opened. The original top photo shows a garage building on the east end which still exists. More research at Caltrans will hopefully provide more information.



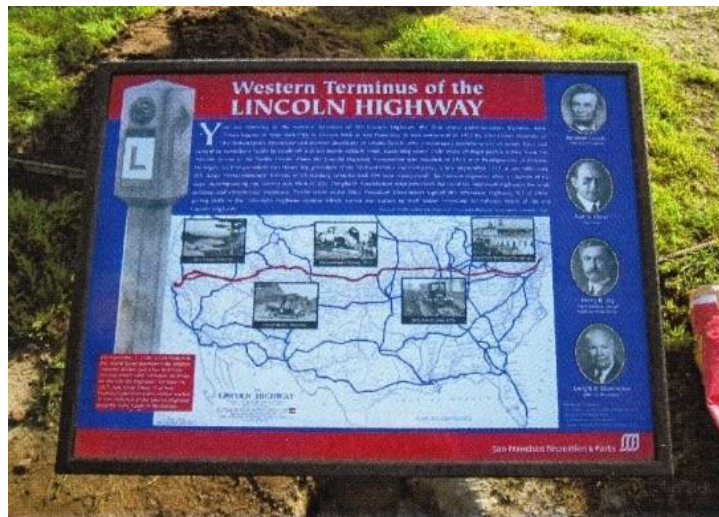
Work in progress on by-pass

RESTORATION OF LATHROP MONUMENT



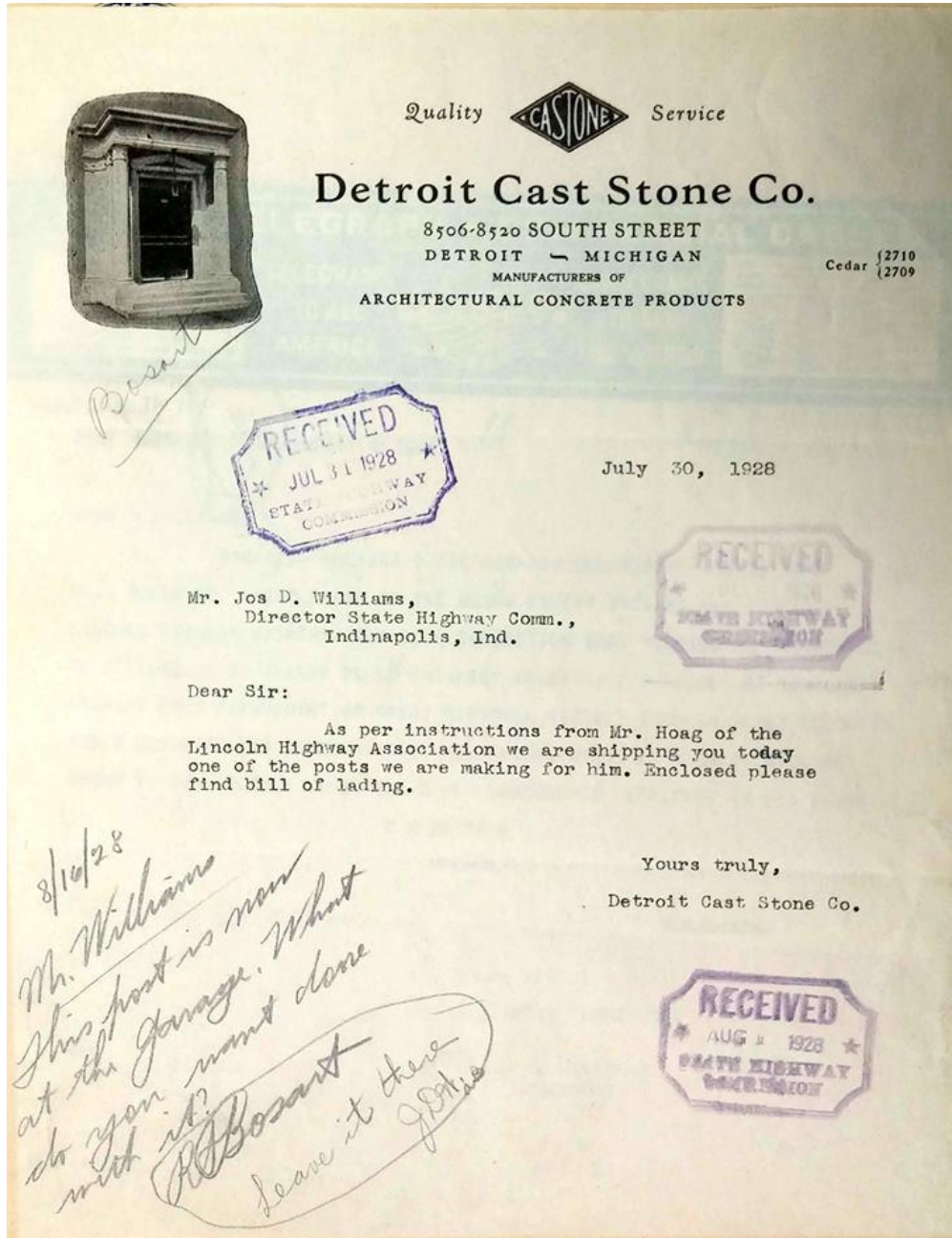
Chapter member John Serpa (deceased) poses alongside his inspiration on dedication day December 8, 2007. The monument located on Harland Road in Lathrop, is suffering from the elements. We have been very fortunate that this memorial has remained graffiti free although the Lincoln sign is showing signs of fading and the replica bronze plaques have become difficult to read. The Lathrop Sunrise Rotary Club is in the process of obtaining bids to have the monument restored to its original state.

RESTORATION OF WESTERN TERMINUS INTERPRETATIVE PLAQUE



The Western Terminus Interpretative Plaque designed by member George Clark and dedicated February 11, 2006 is showing the effects of weather blowing in off the Pacific Ocean. Sunlight, fog and salty air definitely takes a toll on anything exposed. The California Chapter has contacted the company George used to create the art work and they have made a physical inspection. The art work is in definite need of replacement and the frame work will require refurbishing. The San Francisco Parks and Recreation Department is involved with the maintenance of the plaque and has also been contacted. We are awaiting word to determine how to proceed with the restoration.

Lincoln Highway Marker



Letter from the Detroit Cast Stone Company dated July 30, 1928 to the Director of the Indiana State Highway Commission. Detroit Cast Stone Co. was granted the contract to produce the concrete markers for the LHA. This letter raises the question as to whether Gael Hoag requested samples to be sent to other State Highway Commissioners.

Articles on page 14 and 15 posted on Facebook by Russell Rein and friend Bruce Butgereit. Article on pg. 14 is from an unknown source in early 1928. Markers were designed and produced by the Detroit Cast Stone Co. of Detroit, medallions were produced by the White Hoag Co. of Newark, NJ. and markers installed by the Boy Scouts of America.

Permanent Highway Marker Devised

An entirely new and unique system is being employed for re-marking the Lincoln Highway this summer. Square concrete posts are being used.

On the side facing the motorist will appear an arrow, cast of blue concrete, directing whether he shall proceed straight ahead or turn to left or right.

On the face there will be the familiar red, white and blue marker, each division being of concrete, above which there will be a bronze medallion of Lincoln, 4 inches in diameter, the Emancipator's head being encircled by "This Highway Dedicated to Abraham Lincoln." The medallion will simulate a coin in its general arrangement.

Early in the Spring, announcement was made that designs for these markers were solicited. Many hundreds of plans were submitted and after careful comparison the Lincoln Highway Directors selected one offered by Jens Jensen, the famous architect at Ravinia, Ill.

Because of the many new problems presented in fabricating such a marker, the Portland Cement Association has volunteered to have its technical department supervise construction of the posts. They will necessarily all be cast at one place, thence sent forth in carload lots. Martin Hoffman, of the Detroit Cast Stone Company, was awarded the job of manufacturing them because of his reputation for skill along the lines required.

The entire project is another of the object lessons promulgated by the Lincoln Highway Association in its desire to secure economy and safety in every branch of highway construction and operation.

This undertaking has been under consideration for several years, but the initial cost prevented until two sponsors of the Lincoln Highway,—Willys-Overland and General Motors,—both of whom have contributed to road building in the far west, offered to finance this new venture, which it is believed will eventually supplant present methods all of which require a heavy expense in maintenance.

The Lincoln Highway posts, being made of two imperishable substances, concrete and bronze, will last forever and will require no maintenance. The colors are not painted on, but are cast in the stone.

LODI SENTIAL

Lodi, California
August 11, 1928

NEW CONCRETE POSTS TO SIGN LINCOLN ROAD

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Presentation to Hayward Historical Society



Michael Kaelin presenting our Chapters certificate of appreciation to Mr. A.T. Stephens, Director of the Hayward Area Historical Society who sponsored the new sign on Old Dublin Road near the intersection with 5 Canyons Rd. This was a collaboration between the California Chapter, HHS and the Alameda County Public Works Agency. Hopefully this project will open the door for more signage for the Dublin Canyon corridor.

INTERESTING FIND IN STOCKTON



The above map was discovered by Mr. Ron Chapman, a member of several Facebook groups in the Stockton area. Most notable “Historic Lincoln Highway in San Joaquin County” and “Stockton History”. The first being the brainchild of member Kevin Shawver, who promoted the effort to install LH signage on Pacific Avenue in Stockton. The Lincoln Highway Terrace subdivision is still present and is located off of Cherokee Lane, the 1925-28 alignment of the Lincoln though Stockton. The appendage on the lower right of the property was the location of Jerry Largin’s Texaco station.

LH MARKER FINDS NEW HOME

A post on the "Lincoln Highway" Facebook site was a request from a gentleman by the name of Tim Carpenter of Renton, Washington for thoughts on donating a Lincoln Highway marker to the California Chapter. The post drew the attention of fellow members including President, Joel Windmiller, Author, Brian Butko and Historian/Collector, Russell Rein. During the back and forth discussions an interesting story was revealed. Apparently Tim's brother Joseph was a Lincoln Highway enthusiast and historian with connections to the California Chapter's Lynn Proteau and others. While in Wyoming in 1989, Joseph (Jack) came across a marker in Rock River. The landowner was approached and the marker which was buried upside down was purchased and excavated. Apparently discarded markers assumed a new life as fence posts or boundary markers. Jack had the marker shipped to Renton, WA. where it was placed in storage with the intention of eventually donating it to the Lincoln Highway Association's California Chapter to be placed at the California Automobile Museum in Sacramento. Sadly, Jack lost his life in an automobile accident in 1990 and the marker was moved to the family home in Port Townsend and placed in the mother's yard as a memorial. It remained there for over 20 years. When the house was sold several years ago Tim moved the marker to his work place.

Suggestions were made to return the marker to Wyoming, but as Tim needed to remove it from his mother's home, California was the easiest and quickest solution. The possibility of it being returned to Wyoming is certainly a possibility. Tim delivered the marker to Joel Windmiller on Tuesday January 26th and Joel currently has care and custody.



Rather well preserved for being buried head first for possibly 50 plus year



Tim's brother Bill (with beard) and friend place the marker in family garden in 1990



Tim's father Joseph sitting on shipping crate



Joel Windmiller with recently delivered marker



ANOTHER MARKER FIND

An almost pristine marker showed up on Craigslist in the Reno area with an asking price of \$1,300.00. The marker was in the possession of an antique dealer in Genoa, NV. It quickly gathered the attention of members of the Nevada Chapter. Tom Davis, Nevada Chapter Treasurer, confirmed he knew the seller and could verify that the marker was original and had been purchased legally. After much discussion it was suggested that the owner be approached in regards to donating the marker to the Chapter as a tax deduction. The owner declined. As original markers just don't pop up every day, Chapter President, Cindy Ainsworth suggested the Chapter purchase the marker for no more than the asking price upon verification of its authenticity, condition and legal status. That did happen and the marker is now in the possession on the Nevada Chapter. The marker is intended for display in the National Automobile Museum in Reno, which currently has no LH display. Cindy Ainsworth reports that another marker has been located and the Chapter will attempt to purchase this one also.





Famous Historical Route

The **LINCOLN HIGHWAY**

- *Enjoy Pleasant Driving on the Trail Pioneers Blazed for You*

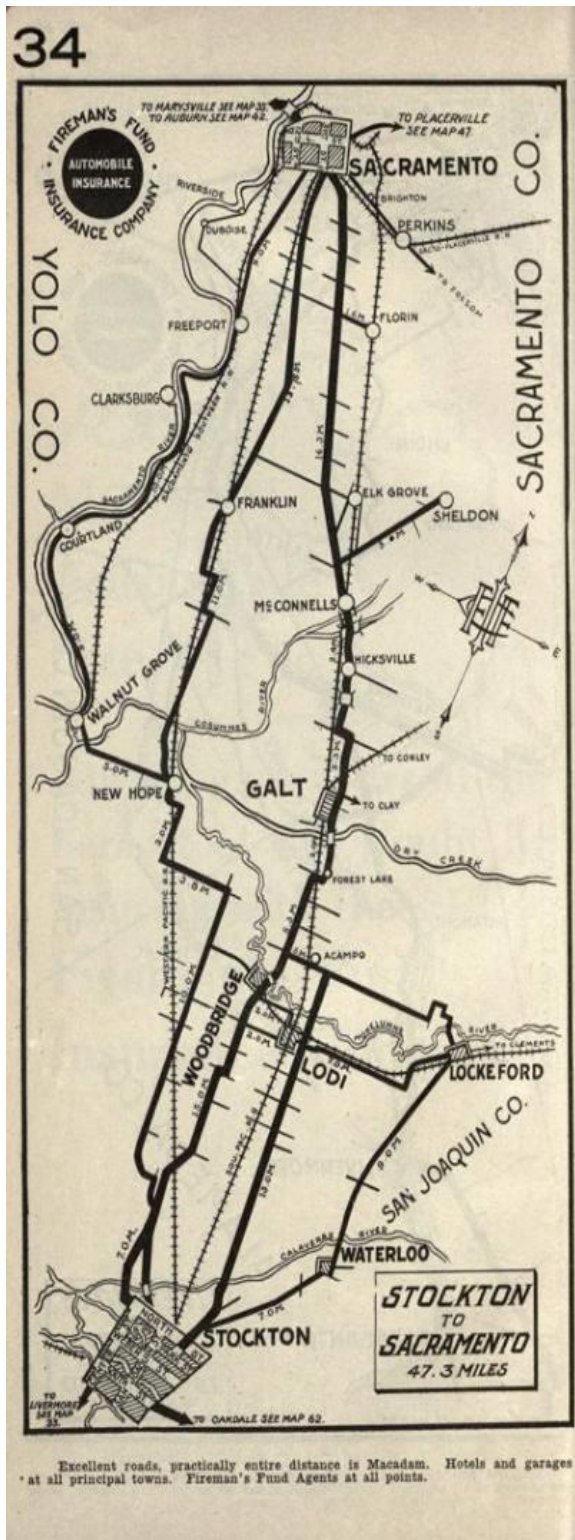
The "49'ers" . . . the Union Pacific . . . the first transcontinental highway, and many other thrilling chapters in American history lend special significance to touring on this smooth, safe, easy-to-drive route. The all-weather Lincoln Highway crosses the heart of the nation from coast to coast the shortest way—with fine accommodations for your traveling comfort. No steep or hazardous grades—avoids heavy metropolitan traffic.

Drive the Lincoln Highway this year to the east or west.

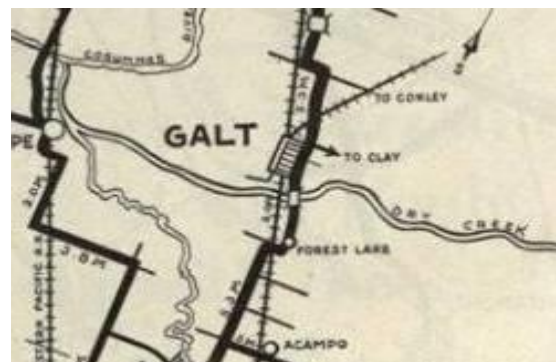


LINCOLN *Memorial* HIGHWAY

LOWER SACRAMENTO ROAD SUBWAY



The original alignment of the 1913 Lincoln Highway between Sacramento and Stockton has been researched for a number of years. Holding to the intent of the LHA, many curves had been eliminated leaving much of the original pavement lost. Member Mike Kaelin has spent considerable hours researching and walking the alignment in the areas around McConnell's, Arno and Woodbridge searching for any clues to its early existence. One location that has proved troublesome is the Southern Pacific subway south of Galt at Forest Lake. The adjoining map and insert are from a Fireman's Fund Road map of 1914. The right angle jog in Lower Sacramento Road is obvious as it crosses the SPRR from east to west.



There are only a few traces indicating that a road may have existed. This is where the water become murky. Research has uncovered a San Joaquin County As-As-Built-Plan for the subway and s-curve realignment. This plan is dated November, 1928. An application from San Joaquin Co. to the Railroad Commission of the State of California to construct the under- ground subway is dated February 3, 1930. Caltrans list of structures by county lists the subway as structure 29-C-132.

The 29 is the County ID number. C indicates a county maintained structure and 132 is the structure number within San Joaquin Co. The Bridge Log states that the subway was built in 1925. Further sleuthing at the Caltrans History Museum in late March failed to uncover the actual date.....

THE GHOST HIGHWAY OF COLLIERSVILLE, CA. by Michael Kaelin

In Nov. 2015, I decided to survey an interesting section of N. Lower Sacramento Road (LH), in the rural community of Collierville (which lies between Galt and Acampo in northern San Joaquin county).

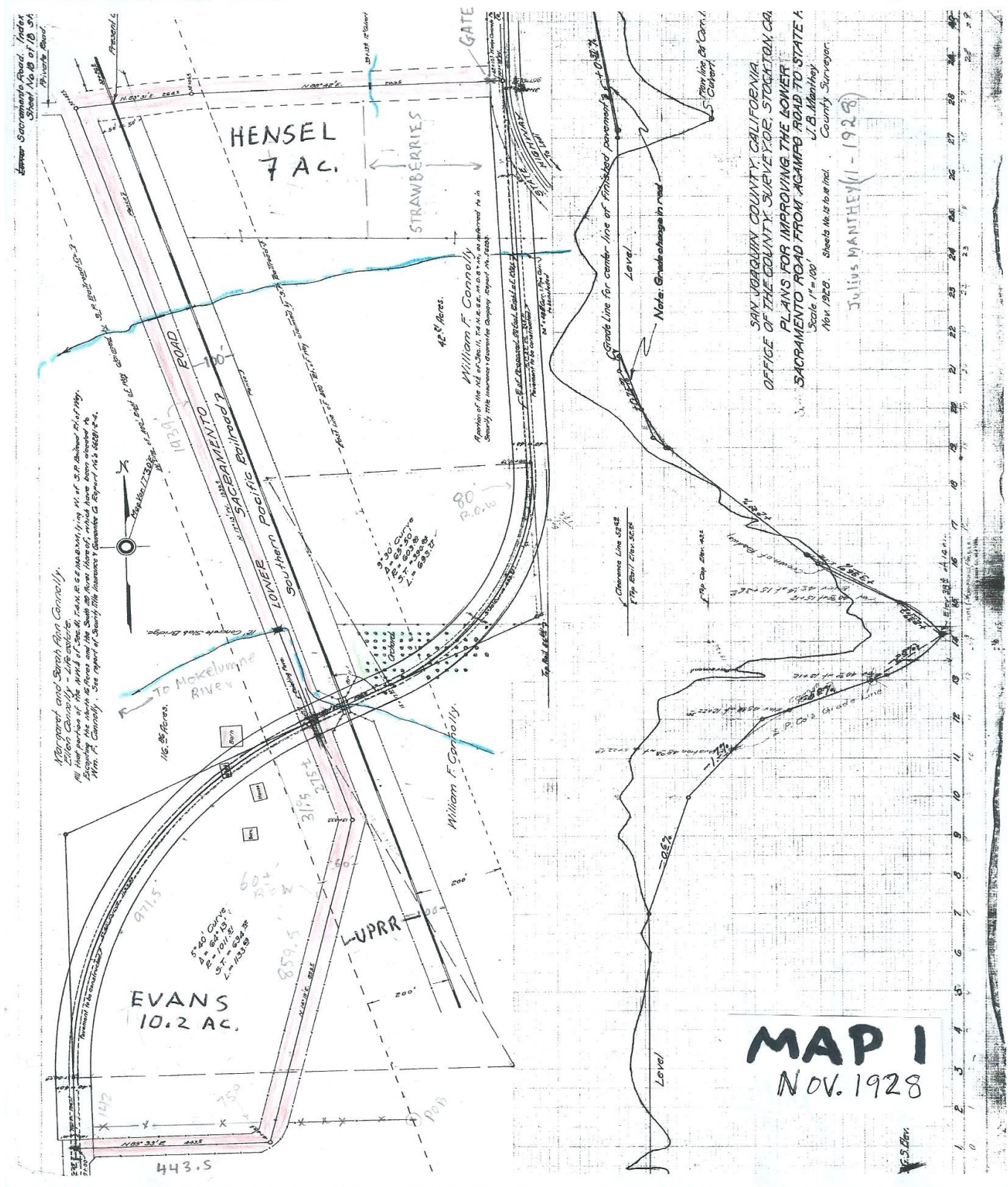
The LH has been well identified and mapped in this area (see maps attached): This time I was able to drive on old "W. Collier Rd". about 2/10ths mile, on the original pavement to the end, to the unsecured former SPRR grade crossing (See Foto 1). The private landowner, Dave Hensel, left the gate open for retail sales of his strawberries.

The old LH crossed the RR tracks, turned left and continued Sly 1/4-mile parallel to the UPRR R.O.W., to a point near the Evans 10 Acre parcel, where all traces of the 1913-23 original LH alignment disappeared under 2 feet of topsoil.

As we know, the "State Highway" (Woodson Rd.), just south of E. Collier Rd., became the new alignment in 1924, connecting with Cherokee Lane (now S/bound Highway 99), taking traffic to Stockton and Modesto, and north to Sacramento, etc. Local traffic to Galt and Acampo continued to use the old alignment, which was to be officially abandoned sometime at completion As-built plans, see Contractual Agreement (Docs 1 & 2), signed Feb.3, 1930 by SPRR and County of San Joaquin. I had contacted the owner (Ms. Evans) of the 10-acre property, on which the LH disappeared, in advance. This section had the horseshoe-shape jog which had caught my attention earlier, as it had not been mentioned on the tours and driving-maps; however, Paul has it correct on the final national map (See all Maps).

Here begin the results of my survey (see footnotes below), which will update some important data:

- 1...The Underpass (29C132) and S-curve had to be built sometime in late 1930 or 1931...See Documents 1 & 2, signed Feb.3, 1930, and Pre-As-Built plans, signed by J. Manthey Nov.1928.
- 2...The original LH disappeared under the topsoil of Evans 10.2 Acre land, and adjacent lands (UPRR claimed land), protected by the Williamson Act.
- 3...2 old frame structures were destroyed, one on Evans lot, and one on UPRR land.
- 4...Old utility easements, mainly electric pole lines, followed the old LH on Evans lot, as well as the entire old alignment. (See all 3 fotos).
- 5...3 or 4 concrete pavement slabs were found at the SW corner of Evans' lot, one large and 2 smaller pieces, near perpendicular intersect with Lower Sac.Rd. (See foto 3).
- 6...There is some ground evidence that the original LH was used as a by-pass during construction of the S-curve, particularly on the West side of the S-curve south of the U-pass; See pavement along current Alvarez property on Foto 2.
- 7...A Cal.state spreadsheet listing of all maintained bridges, shows that the Underpass "Bridge", designated 29C0132, was built in 1925 (See Doc 3). This contradicts later surveys. Currently, Mr. Castillo at UPRR 916-789-5957) is currently researching this date.
- 8...There is evidence on the ground of Mokolumne River backwater sloughs backed up for years where the present U-pass exists; however, I found no evidence of an earlier bridge over these waters.
- 9...No evidence of an old Pony Express station was found, as rumored.



November, 1928 San Joaquin County AS-BUILT-PLAN for improving the Lower Sacramento Road from Acampo Road to State A.

In the Matter of the Application of the County of San Joaquin, State of California, before the Railroad Commission of the State of California, for authority to construct an underground crossing near Forest Lake, in the State of California.

- - - - -

It is hereby stipulated and agreed by and between the County of San Joaquin, State of California, and the Southern Pacific Company, a corporation, in the above entitled matter, through and by their representative attorneys, as follows:

I.

That the estimated cost of the undergrade crossing near Forest Lake, in the State of California, is the sum of approximately \$27,000.00.

II.

That the County of San Joaquin, State of California, does hereby agree that it will, at its sole cost and expense, pay for the right of way for the highway line change, and the cost of paving the new road including paving through the said undergrade or subway.

III.

That said County of San Joaquin and said Southern Pacific Company are to pay for, jointly and equally, the following: the said subway, which is to be of sufficient width for two tracks or roads, and the excavation for said subway.

IV.

That the said County of San Joaquin does hereby agree that upon the completion of the said subway and the opening of the said new road for highway purposes, that said County will legally close and abandon the present grade crossing near the said proposed subway.

V.

That the said County of San Joaquin does hereby agree that it will not make application for, or endeavor to obtain, a new grade crossing anywhere in the vicinity of the aforesaid subway.

F

V.

The aforesaid subway shall be constructed in accordance with the plans and specifications heretofore submitted therefor, by Southern Pacific Company, a corporation.

IN WITNESS WHEREOF, the parties hereto have executed this agreement in triplicate, this 5th day of February, 1900.

Approved by order of the Board of Supervisors acting for and on behalf of the County of San Joaquin, a body politic and corporate, through their Chairman thereof, therunto duly authorized.

COUNTY OF SAN JOAQUIN,

By

J. W. Stuckenberg
Chairman

ATTEST: EUGENE D. GRAHAM,

County Clerk and ex-officio Clerk of the Board of Supervisors.

By

F. L. Strong
Deputy

SOUTHERN PACIFIC COMPANY, a corporation,

By

Samuel H. Southwick
Its Attorneys therunto duly authorized.

APPROVED:

GUARD C. DARRAH, DISTRICT ATTORNEY
OF THE COUNTY OF SAN JOAQUIN,

By

Samuel H. Southwick
ASSISTANT DISTRICT ATTORNEY.

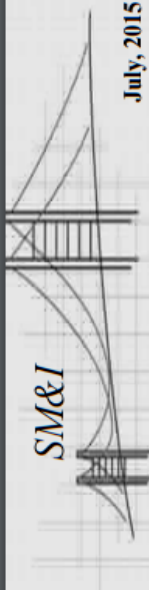
2.



Structure Maintenance & Investigations

Local Agency Bridge List

SM&I



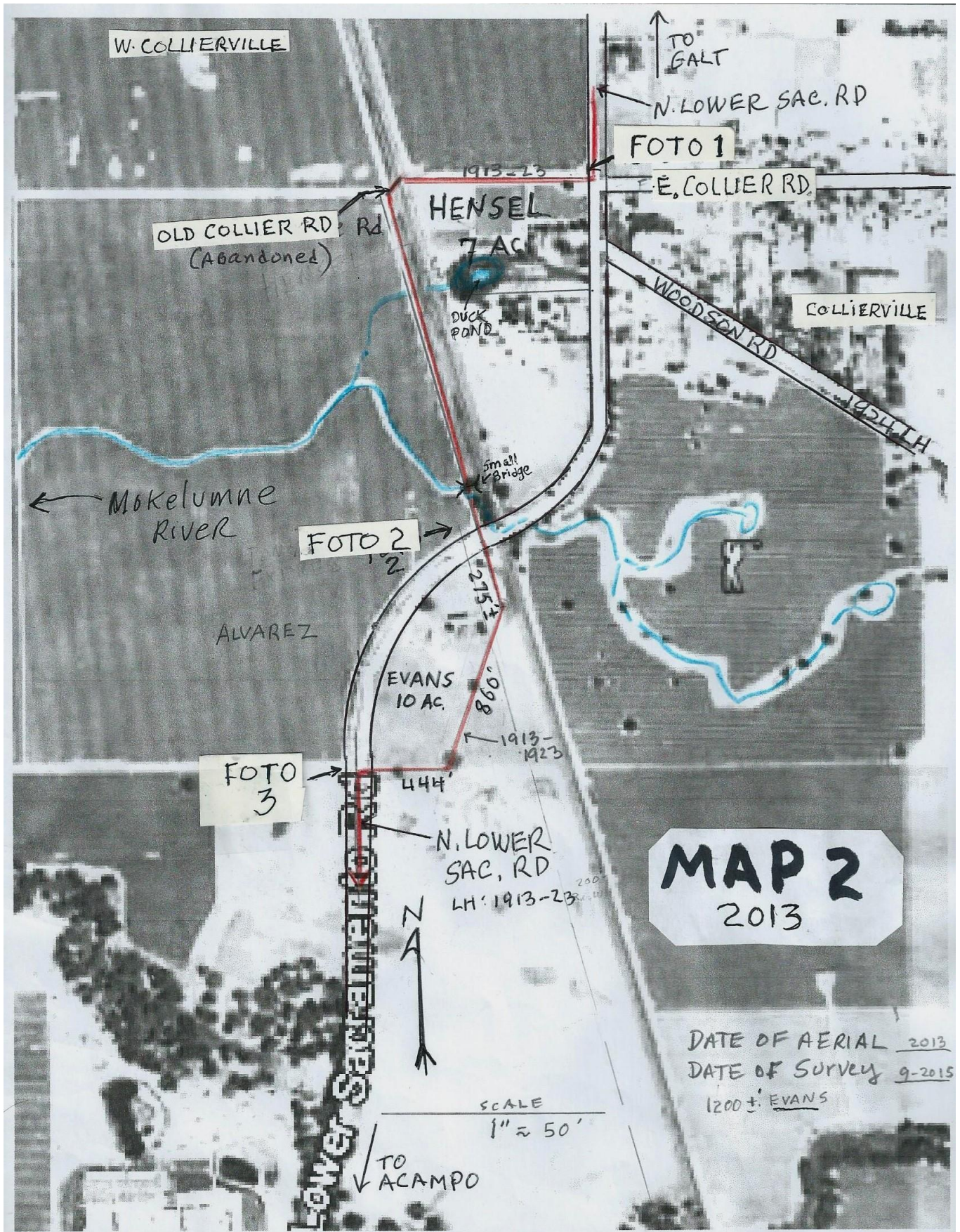
July, 2015

Page 684

San Joaquin County District 10

County of San Joaquin

Bridge Number	Feature Intersected	Facility Carried	Location	NBI Bridge	SD/FO Rating	Suff Health Index	PCI	Year Built	ADT	Lanes	Road Width	Length	Federal Aid System	On/Off NHS Highway	Permit Rating
29C0116	BEAVER SLOUGH	BLOSSOM RD	1 MI N OF PELTIER	NBI Bridge	96.1	100		1980	251	2	8.5	69	Off	Off	PPPPP
29C0117	NORTH LITTLE JOHNS CREEK	VAN ALLEN ROAD	1.0 MI S SH 4	NBI Bridge	99.8	100		1969	350	2	9.7	21	Off	Off	PPPPP
29C0120	DELTA-MENDOTA CANAL	CHRISMAN ROAD	1.2 MI NORTH OF S.H. 580	NBI Bridge	96.6	98.83		1948	617	2	12.2	35	On	Off	PPPPP
29C0123	BEAR CREEK	WESTLANE	1.6 MI N HAMMER LANE	NBI Bridge	74.1	100		1966	14064	4	21.4	50	On	On	PGGGG
29C0124	FRENCH CAMP SLOUGH	EL DORADO STREET	0.3 MI N FRENCH CAMP RD	NBI Bridge	96.8	98.42		1958	4924	4	19.5	41	On	Off	PPPPP
29C0129	DRY CREEK	DUSTIN RD	0.8 MI N LIBERTY ROAD	NBI Bridge	90.2	100		1974	846	2	8.5	127	Off	Off	PPPPP
29C0130	SOUTH BRANCH DUCK CREEK	HEWITT ROAD	0.7 MI N SH 4	NBI Bridge	96.9	99.38		1963	270	2	9.7	27	Off	Off	PPPPP
29C0131	MOKELUMNE RIVER	WALNUT GROVE ROAD	AT SJ & SAC COUNTY LINE	NBI Bridge	SD	54.1	75.4	1955	1997	2	7.3	73	On	Off	PPPPP
29C0132	LOWER SACRAMENTO ROAD	UP RR & BNSF RY	0.4 MI S/O COLLIER RD	NBI Under		0		1925				11	Off	Off	
29C0133	BEAVER SLOUGH	THORNTON RD	0.75 MI S KILE RD	NBI Bridge	63.9	98.24		1941	1232	2	7.3	41	Off	Off	GGGGG
29C0135	BEAR CREEK	LOWER SACTO RD	0.5 MI N/O ROYAL OAKS DR	NBI Bridge	FO	88.5	100	1963	12932	2	9.7	39	Off	Off	PPPPP
29C0137	PIXLEY SLOUGH	LOWER SAC RD	JUST N OF 8 MILE RD	NBI Bridge	FO	53.1	72.51	1926	11122	2	8.2	18	On	Off	GGOOO
29C0138	MOKELUMNE RIVER	LOWER SACRAMENTO R	0.9 MI N TURNER RD	NBI Bridge		90.4	100	1969	9943	2	9.8	56	On	Off	PPPPP
29C0139	PIXLEY CREEK	EIGHT MILE ROAD	AT WEST LANE	NBI Bridge		72.1	99.5	1963	14064	4	0.0	8	Off	Off	PPPPP
29C0143	PIXLEY SLOUGH	WEST LANE	0.7 MI N/O EIGHT MI RD	NBI Bridge		86.3	100	1962	12583	4	33.1	8	Off	Off	PPPPP
29C0144	WOODBIDGE S MAIN CANAL	WEST LANE	0.7 MI S ARMSTRONG RD	NBI Bridge		86.1	100	1963	13343	4	26.2	13	On	Off	PPPPP
29C0146	MOSHER SLOUGH	EIGHT MILE RD	2.5 MI E OF SH 99	NBI Bridge	FO	88.2	100	1962	5003	2	9.7	24	On	Off	PPPPP
29C0147	CALAVERAS RIVER	EIGHT MILE RD	1.4 MI WEST OF SH 88	NBI Bridge		96.7	99.54	1963	4504	2	12.2	26	On	Off	PPPPP
29C0148	CHANNEL C	ESCALON-BELLOTTA RD	0.8 MI S OF S.H. 26	NBI Bridge		99.4	91.03	1965	2430	2	12.2	20	On	Off	PPPPP
29C0149	CHANNEL A	ESCALON-BELLOTTA RD	1.0 MI S OF FLOOD RD	NBI Bridge		99.8	100	1965	1119	2	12.2	20	On	Off	PPPPP
29C0151	N OVFLOW MOKELUMNE RIVER	ELLIOTT RD	0.7 MI NW OF SH 88/12	NBI Bridge		83.4	100	1955	2513	2	8.5	33	On	Off	PPPPP
29C0152	MIDDLE RIVER	HOWARD ROAD	JUST EAST WING LEVEE ROAD	NBI Bridge		98.9	100	1968	1801	2	12.2	69	On	Off	PPPPP
29C0158	LONE TREE CREEK	JACK TONE ROAD	1.2 MI N LONE TREE RD	NBI Bridge		87.2	100	1962	1761	2	10.0	8	On	Off	PPPPP
29C0159	TEMPLE CREEK	JACK TONE ROAD	1.9 MI N LONE TREE RD	NBI Bridge		83.7	62.24	1962	1761	2	9.8	18	On	Off	PPPPP
29C0160	N FK S LITTLE JOHNS CREEK	S ACCESS RD	1 MI S MARIPOSA RD	NBI Bridge		88.2	100	1954	3202	2	12.2	11	On	Off	PPPPP



ALVAREZ EVANS LAND TO GALT NOV.-2015

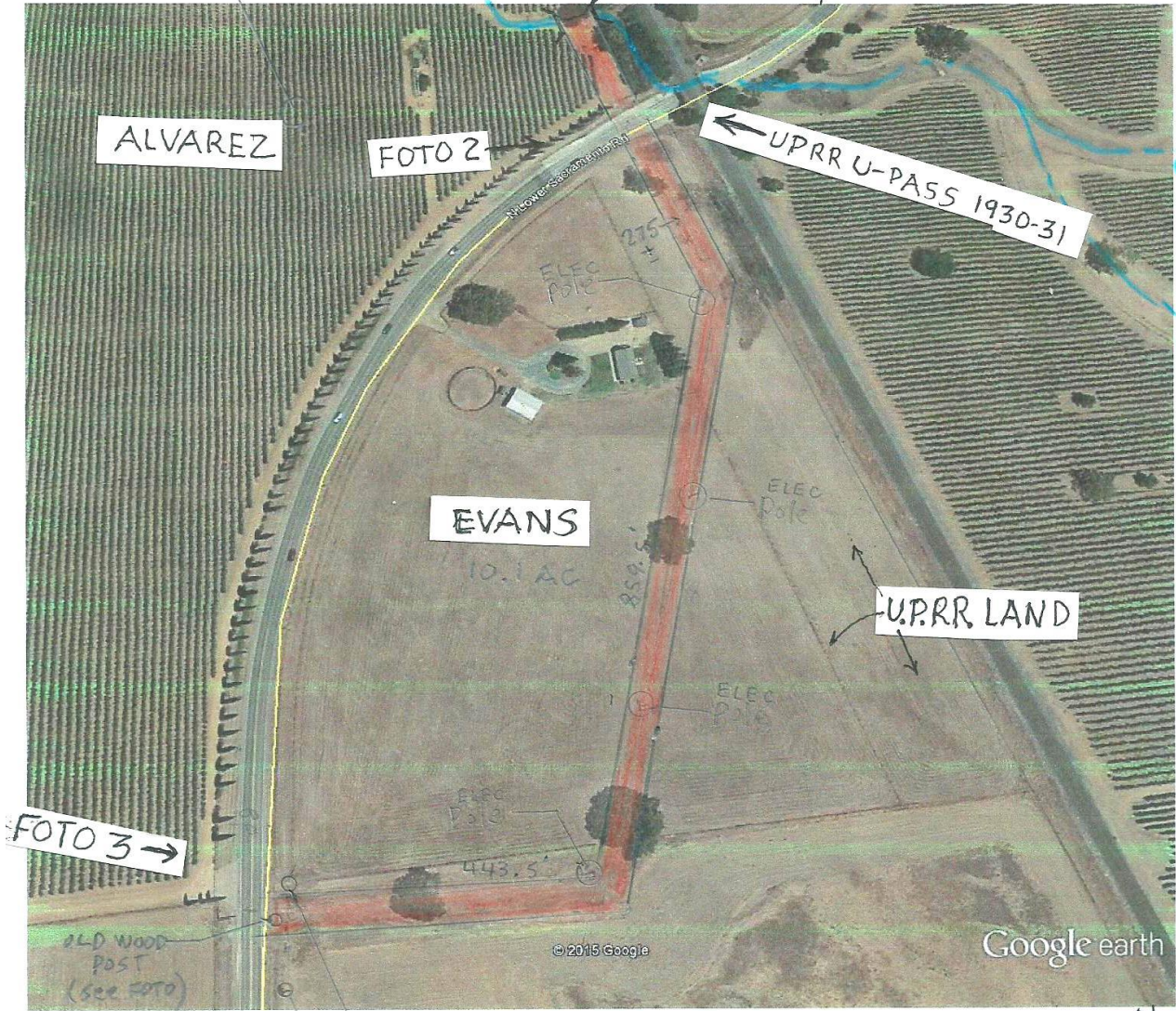


FOTO 3 →

FOTO 2

ALVAREZ

EVANS

← UPRR U-PASS 1930-31

UPRR LAND

WOOD POST (SEE FOTO)

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Google earth

Google earth



TO ACAMPO ↓

Pavement REMNANT (SEE FOTO)

W. Collierville

N. SAN JOAQUIN COUNTY

MAP 3
2015



Past President (deceased) Norm Root leads a tour in 2004 to the SPRR subway. Inspection of the structure at that time revealed some damage to the railing, exposing square re-bar used during that time period. Similar re-bar was discovered at the Carroll Overcrossing in Altamont Pass.



FINDING THE OLD LINCOLN, THE HARD WAY by Michael Kaelin



In January 2016 I found a work crew of 4 in South Galt, taking a work break from trenching work for installing new gas lines. The location of the dig was the northerly corner of Kost Rd. and South Lincoln Way in south Galt. The original LH traversed this corner, and was found accidentally by these contract workers under 2 feet of soil. I of course stopped to give them a short history of the LH, and explained that 100 years ago they would have been in danger of being hit by a Model T. I drove off feeling kinda sorry the boys had to discover the LH the hard way! Kyle is holding a chunk of original paving.



Looking south toward former location of Dry Creek Bridge in 2004, prior to pavement being buried as part of a planned housing development.

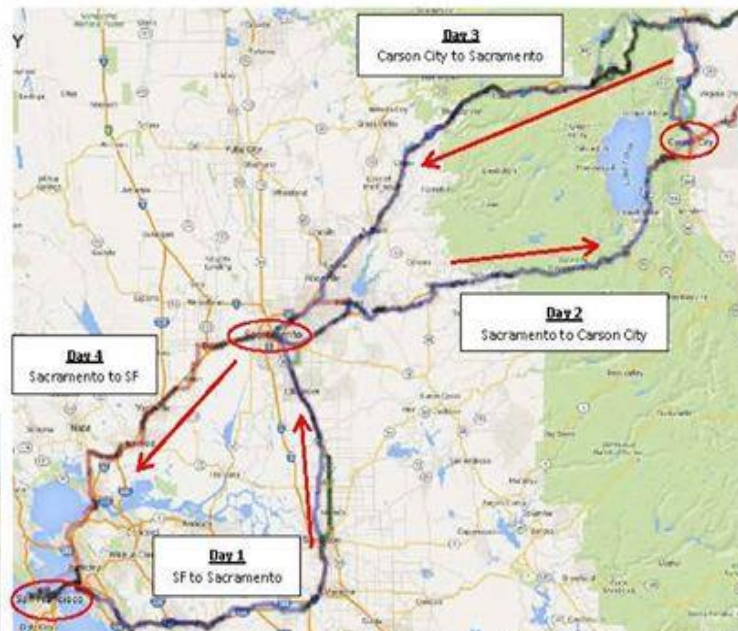
- TOUR ANNOUNCEMENT -

The 2016 California Lincoln Highway Classic Car Tour

Sponsored by: *The San Diego Region of Packards International Motor Car Club*

Join fellow classic car owners on the California Lincoln Highway Classic Car Tour as we drive original alignments of the highway from San Francisco, CA to Carson City, NV and back to San Francisco September 23 to 26, 2016. Antique cars, classics, '50s & '60s cars, muscle cars, trucks, motorcycles, and street rods are welcome to participate.

You will travel many miles of two-lane history as well as modern four-lane roads & highways of scenic beauty.



We'll gather the evening of Thursday, September 22, 2016 near the western terminus of the Lincoln Highway - for an opening banquet and a chance to get acquainted to those with whom you will be

traveling, or possibly renew old friendships from previous tours. We will depart from the western terminus at 8:00 am the next morning. After traveling through the state's agricultural Central Valley you'll drive through historic gold country and the magnificent Sierra Nevada Mountains before arriving in Carson City at the end of day 2. We then take an entirely different alignment back to San Francisco, driving over Donner Pass on day 3.

We are extremely fortunate to have as our Tour Guide, Mr. Paul Gilger, Chair of The Lincoln Highway Association's Mapping Committee. Paul was Tour Guide for a number of cross country tours on the Lincoln Highway - most recently for the Centennial Tour in 2013 and the Henry B. Joy Tour in 2015. His knowledge of the Lincoln Highway, particularly in California, is second to none.

The San Diego Region of Packards International Motor Car Club will make all arrangements - from the tour kick-off dinner in San Francisco on the evening of September 22nd to the final farewell banquet on September 26th. Hotel reservations for the nights of September 22nd to 26th will be included. Specific details, including pricing, will be announced on or before April 1, 2016.

The idea of the Lincoln Highway came from the fertile mind of Carl Fisher, the man also responsible for the Indianapolis Motor Speedway and Miami Beach. With help from fellow industrialists Frank Seiberling and Henry Joy, an improved, hard-surfaced road was envisioned that would stretch almost 3400 miles from coast to coast, New York to San Francisco, over the shortest practical route. Henry Joy named it the Lincoln Highway and it opened in 1913. Americans' enthusiasm for good roads soon led to the involvement of the federal government in building roads and the creation of numbered U.S. routes in the 1920s. The Federal Highway Administration and the Interstate Highway System are the culmination of these efforts. This tour will follow the original 1913 alignment of the Lincoln Highway and a subsequent re-alignment made in the 1920s.

Below is a look at the (tentative) day-by-day schedule we've assembled so far. Note that the itinerary is subject to change as we are just beginning negotiations with restaurants, hotels, and museums for dates and rates. The route is firm; it's the stops and hotels along the way that may change. The final schedule of stops and hotels will be available at this URL on April 1st: www.packardsandiego.com/lincolnhighwaytour

Thursday September 22:

San Francisco, California Pre-tour Gathering & Dinner

Pre-tour dinner San Francisco, CA
 Pre-tour hotel Holiday Inn Express · San Francisco, CA

Day 1 — Friday September 23:

San Francisco, California → Sacramento, California

Starting point Lincoln Highway Western Terminus Marker in Lincoln Park
 Morning Stop Blackhawk Automotive Museum · Danville CA
 Lunch Stop Danville, CA
 Afternoon stop #1 Duarte Garage & Lincoln Highway Museum · Livermore CA
 Photo Stop #1 Summit Garage · Altamont Pass CA
 Photo Stop #2 Lincoln Shopping Center Sign · Stockton CA
 Afternoon stop #2 Elk Grove Hotel & Stagecoach Stop Museum· Elk Grove CA
 Dinner stop California Automobile Museum · Sacramento CA
 Hotel stop Holiday Inn· Sacramento CA

Day 2 — Saturday September 24:

Sacramento, California → Carson City, Nevada

Morning Stop #1 Rancho Cordova, CA
 Lunch Stop Placerville, CA
 Afternoon Stop Tallac Historic Site · South Lake Tahoe CA
 Photo Stop #1 Bowers Mansion · Carson City NV
 Photo Stop #2 Lincoln Highway Marker · Carson City, Nevada
 Dinner Stop Carson City, NV
 Hotel Stop Holiday Inn Express Carson City, NV

Day 3 — Sunday, September 25:

Carson City, Nevada to Sacramento, California

Morning Stop: National Automobile Museum / Harrah Collection · Reno, NV
 Photo Stop #1 Rainbow Bridge · Donner Pass, CA
 Lunch Stop Donner Ski Ranch · Donner Pass, CA
 Photo Stop #2 Forest Gift Shop & Orange Juice Stand · Cisco Grove, CA
 Photo Stop #3 Auburn City Hall / Original Lincoln Highway Marker · Auburn, CA
 Photo Stop #4 Lincoln Highway Monument on Ophir Road · Auburn, CA
 Dinner stop Sacramento, CA
 Hotel stop Holiday Inn· Sacramento CA

Day 4 — Monday, September 26:

Sacramento, California to San Francisco, California

Morning Stop TBD
 Photo Stop TBD
 Lunch Stop Dead Fish Restaurant · Crockett, CA
 Afternoon Stop USS *Hornet* Museum · Alameda, CA
 Post Tour Wrap-Up Dinner Party Presidio Golf Course Clubhouse · San Francisco CA
 Post Tour Hotel Holiday Inn Express · San Francisco, CA

MORE DETAILS ABOUT THE TOUR

Time will be available to allow you to visit antique shops, scenic vistas, and points of interest along the way that catch your eye. Tour fees are flexible to allow you to participate in all or part of the tour as your time permits. You can join us for as little as two days, for its entire length, or any amount in between. Mileage is less than 175 miles per day to allow time to be a tourist, and to enjoy the pace of some of the older cars. The tour will provide an experienced support team consisting of a Tour Guide, Tour Director, and a sweep truck on hand in the event of a breakdown or other problem you might encounter. Fees do not include lodging. Discounted rates will be secured for hotels in our overnight locations. Hotel reservations will be made by the tour staff after your registration is received.

ADDITIONAL DETAILS

- 1) For participants that live in Southern California, we will offer the following options if there is adequate interest:
 - a. Tour extension to cover driving from LA area to San Francisco and back
 - b. Pre-arranged transport of your car to San Francisco and back to southern Calif
 - c. Ability to leave at the half way point (Carson City) and drive home via U.S. 395
- 2) Payment will be required by September 1, 2016; cancellations with refund must also be made by September 1, 2016.
- 3) The fee for the tour includes all meals and museum stops for one person. There will be an additional per-person fee to cover meals and museum admission for additional riders in each car.
- 4) Specifically, the registration fee covers:
 - a. Ability to make host hotel reservations at discounted rates (with free continental breakfast every morning)
 - b. Lunch every noon
 - c. Dinner every evening
 - d. Discount entry fees for the museum stops
 - e. Name badge/events pass
 - f. Detailed driving instructions (required as staying on the original alignments isn't easy)
- 5) A sweep truck will be provided starting in San Francisco, accompanying the tour to Carson City, and returning to San Francisco.
- 6) Pre-1971 antique/classic cars, trucks and motorcycles are encouraged to participate. Vehicles made after 1971 will be accepted as well. There will be a discount for each pre-1971 vehicle entered. No other discounts (e.g. senior, group, etc.) will be offered.
- 7) Hotel reservations will be made for all participants, but it will be the responsibility of each participant to handle payment during check-in at the hotel. (Note: Tour participants are not required to stay at the host hotels, but we highly encourage that you do, to enjoy the fellowship and camaraderie - and the free continental breakfasts).
- 8) Tour participation will be limited to a maximum of 50 cars (which will be roughly 100 people). It is very difficult to book hotel rooms and make restaurant reservations for groups larger than this.
- 9) Full details, including pricing and registration information will be available by April 1st at: www.packardsandiego.com/lincolnhighwaytour
- 10) For more information:
Email: info@packardsandiego.com

MARK YOUR 2016 CALENDAR

Saturday **APRIL 2, 2016**
12:00 Noon

State Chapter Meeting
Harry's Hofbrau
14900 East 14th Street
Near intersection with Bancroft
San Leandro 94578
510-357-1707

Saturday **JUNE 11**

Sports Leisure Vacations
Bus Tour
Sacramento to Livermore/Pleasanton

JUNE 13 – 17

2016 Annual LHA Conference
Gettysburg, Pennsylvania

Saturday **JULY 9**
12:00 Noon

State Chapter Meeting
Truckee **

Saturday **OCTOBER 1**
12:00 Noon

State Chapter Meeting
Rancho Cordova **

Monday **OCTOBER 10 ****

Sports Leisure Vacations
Bus Tour
Sacramento to Lake Tahoe

NOTE: Announcement of Chapter Meeting locations are mailed via postcard to all current members approximately 2 weeks prior to the actual date. They are also posted on the California Chapter web site. Contact Joel Windmiller regarding mailing of postcards.

NOTE: Chapter Meeting Locations and Tour dates marked ** are tentative

NOTE: For information on Sports Leisure Bus Tours contact Paul Gilger, paulgilger@att.net or Joel Windmiller, joelwindmiller@att.net

NOTE: For information on the 2016 LHA Conference go to www.lincolnhighwayassoc.org



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Log in at: <http://www.lincolnhighwayassoc.org/ca>



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